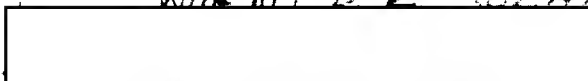


(d) WE ALSO NEED PILOT COMFORT &  
ACCESS EVALUATION IN AIRPLANE & CHUTE SUSPENSION  
WITH ALL THE GEAR INSTALLED, BELTS & HARNESES CINKED  
WILL OBJECT TO



MAKING AN IMMEDIATE INSTALLATION  
BECAUSE OF CURRENT EQUIPMENTS. BUT  
THIS IS NOT WE ALLEGIB

A SIMPLE MODIFICATION TO OVERCOME THIS OBJECTION. IT REQUIRES NO REWORK TO THE ACTUATOR OR TO JOE'S SUIT-VEST. JOE IS NOT AWARE OF OUR MODIFICATION. ILLEGIB

25X1A

3.

OF DEFECTED UP-  
INGS IN WORK WHICH  
FITTINGS FOR

4. AUXILIARY COOLING TEST FIREWEL TEST CHAMBER HAVE BEEN RUN YET. FIREWEL & BASSE HAVE BEEN NEGOTIATING A PROGRAM WHICH MAY NOT YET BE RESOLVED.

25X1A

5.

IS HAVING FOLLOWING DONE TO PARACHUTE WHICH SHOULD BE SHIPPED TO THE AREA ABOUT 3-2067.

- (a) WILL HAVE URT-27 BEACON INSTALLED
- (b) NEW DROGUE PACK AND FLAP TO PREVENT GOUGING OF THE HEAD REST.

(c) IS CONTACTING FOR HIS ADVICE ON EXTENT OF TESTING THESE MOD'S REQUIRE.

(d) IF ANY TESTING IS DONE ON PARACHUTE WE WANT TO INCLUDE THE BATTERY PACK FOR FACE HEAT.

6. STATUS OF FACE HEAT.

(a) BRUCE IS AWARE OF OUR BATTERY POWER DEFICIENCY.

(b) HE IS UNAWARE THAT WE HAVE

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24 1.5N  
batteries

SOLVED BY ADDING BATTERIES  
AND INCREASING VOLTAGE TO 36 VOLTS

- (c) OLD SYSTEM WAS 24 VOLTS  
NEW BATTERIES ARE CONFIGURED  
DIFFERENTLY. THEY ARE  $9/16$  DIA.  
BY 2.00 LONG.
- (d) OUR CURRENT TESTS IN  
THE COLD BOX SEEM TO INDICATE  
THAT 36 VOLTS WILL DEFOG  
THE FACIAL AREA DURING THE  
DESCENT PROFILE.

6/